









of these gentlemen, both in speech and writing, on Eastern topics is only rivalled by their ignorance.

We are glad to know by the reply of Sir James Fergusson, to a question in the

but as John Walsham will continue his endeavours to overcome the hesitation of the Chinese Government, to permitting the ascent of the upper waters of the Yangtze by steam navigation. It is still the local authorities who are opposing, however; a shift which is neither creditable to ourselves nor to the Chinese Central Government. For one part it is a pity that

M. Constans telegraphed at first that as this mission did not end till May he would

The steamer *Islay de l'Anry* sailed from Cadiz on the 4th for Manila, calling at Barcelona. She took all the sound cargo she had previously discharged. There is still a good portion of the damaged cargo

chaw, and new mountains of snow are seen everywhere on the streets. From the East fearful cold is reported — Moscow, for instance 25 degrees yesterday — and as easterly winds have set in again we must prepare still for a continuance of winter.

Monksire, s.s.; Canning, from East India; Ingraham, s.s., Rago, from Singapore; and Hydra, Christensen, for Hongkong. Of weasels on the berth we can name; Adolph and John Macleod, both for Hongkong; Lydia, s.s., and Niobe, s.s., both for their

NEWS BY THE AMERICAN

THE NEW TREATY WITH CHINA.  
Washington, March 14.—The President has not yet received the new treaty which has been negotiated and signed by the Se-

positions. First, it relates to labourers. It defines labourers, and states that all labourers hereafter shall be excluded from entering the United States except two classes; first, those who show that they leave pro-

country for China must establish these two facts to the satisfaction of an American officer before they depart. It is also stated that after the Chinese labourer has made proof of either of these facts and has de-

merchants shall be permitted to enter this country upon a certificate from the Chinese Government, approved by the American Consul at the port from which the merchant departs, certifying that the bearer of the certificate is a merchant. (The original of the

The third provision of the treaty relates to the claims of the Chinamen who have been expelled from towns on the Pacific coast. The total amount of damages aggregating about \$300,000. The Chinamen who were expelled from Eureka, Humboldt

The fourth provision of the treaty states that this convention between the two nations shall exist for a term of twenty years from the date of the ratification of

the hands of the collector of the port or any other American whose duty it will be to authenticate the evidence which the Chinaman offers them as possessed of \$1,000 or upwards, or a family which he leaves behind. Secondly, he states that it removes

ritish has not legal capacity to sue; and the



## PEKING NOTES.

The Emperor proceeded lately to the Altar of the Sun. His Majesty is paying visits to all the State temples and one good advantage of these visits is that the Imperial cortege has to pass. Several foreigners have in consequence of these frequent Imperial outings, been privileged, to get a steady glimpse at the Son of Heaven. We are, of course, duly warned by our respective Legations to keep off the Majesty's way on the days in question.

The travellers from some of the Shanghai firms are here at present. They invariably stop and exhibit their goods first at Tientsin. We think this a little unfair to the foreigners, who are not privileged as their neighbours are with large foreign stores. I suppose however it has the advantage of not obliging them to haul to Peking what may be disposed of at the port.

The Missionary Association hold a meeting lately to hear a paper by Mr. Murray on the Blind and to receive the report of the committee of four appointed at a previous meeting in regard to action for the Deaf and Dumb. The latter was first taken up, and much enthusiasm was exhibited, and a desire to secure a suitable teacher, while various plans were proposed to effect this object. As the scheme is not yet set a-going and is likely to be very modest in its beginnings, caution and prudence were inculcated, to prevent disappointed and loss, upon the members, who, for the most part were enthusiastic, in their proposed means for securing their object, among the Christians of the West, forgetting that several names were small beginnings. Several names were suggested, in order to assist the enterprise at home, in securing the suitable teacher, and in providing for his support. In the paper on the Blind, the mechanical ingenuity in adapting the Chinese language to the Braille system of dots was explained, but it is feared it was too technical, and did not interest the audience, without a practical demonstration. Mr. Murray claimed for it, however, great rapidity in writing, absence of contractions and economy of space. It was intended to have shown some of the Blind at work, on this system. Several questions were asked and answered, and one of the speakers, who had practical knowledge of the subject and of Blind institutions at home, delivered an address on the subject, praising Mr. Murray's exertions and suggesting the employment of the blind on the streets to read the gazettes, and create an interest in the subject among the Chinese, and instilling the good which the advocacy of the subject had done at home by Miss Gordon Cumming.

The Literary and Debating Society has had another most successful evening, this time at the Bank, when Mr. Russell read a paper on the Peking Observatory, illustrated by drawings of the instruments. An interesting discussion followed, in which Dr. Edkins remarked that the Emperor Kanghsi had gone up the same steps to look at the instruments made by his order. This great Prince was very fond of mathematics and astronomy, and the present Emperor is said to have similar inclinations. It was when the Emperor Kanghsi was sixteen that he ordered the instrument to be constructed. As the present Emperor was sixteen now, it was pleasant to think that he might perhaps follow in the footsteps of his renowned ancestor. The Observatory used in the Observatory, which had not been referred to by the lecturer, consisting of five circles, was used for observing the time of eclipses and was put in order for this purpose three years before each eclipse. Dr. Dudgeon pointed out one proof for the statement, that one of the instruments was of French or European design, and presented, as reported, by Louis XI. The inscription on other French emblem having been carefully removed and its place supplied by a piece of bronze, watching the metal of the instrument. In some Chinese books, it was stated, by the reader of the paper, that the instrument in question had been manufactured here by the priest Kilianus (Stumpff). Reference was made to the mistake in the calendar pointed out by the Emperor, when the matter was referred by the Emperor to the Board of Astronomy with the result that the error was acknowledged, and from that time a Jesuit Missionary had occupied the post of vice president of the Board down to 1828, when the last, Cojotanus Pires Pereira, died. The speaker looked forward to a time when the same duty would most probably ask the services of the Professor of Astronomy at the Tung-wan-kwan. The Chinese calendar is the most important book published in the Empire, and it is of the utmost consequence that it should be correct. The College here for many years has published a calendar prepared by Prof. Russell, which must prove of service to the Board of Astronomy. There was an excellent turn-out of the ladies and gentlemen of the foreign community to hear the paper. The social element afterwards was the most pleasing part of the entertainment, when the wine, cakes and ices were handed round in Mr. Addis's well-known style.

The Oriental Society has held another meeting, at which Mr. Russell read an elaborate and learned paper on Eclipse calculations some 4,000 years ago. Dr. Martin detailed the vast labour involved in the calculations and criticised generally, as no other is qualified, the ancient Chinese Classics with references to those Astronomical Observations. Dr. Edkins asserted that the paper was the best ever read before the Society, and ably bore out its claim to be called an Oriental Society. Both the learned doctors and sinologists ably reviewed the position and historical value of the Classics, from a comparison of these investigations. The latter showed that the oldest observation of a solar eclipse which has been preserved was made by the Chinese. To this is to be added that the oldest observation of a lunar eclipse that has been preserved was also one made by the Chinese. It is a great credit to our Society that it is one of our own members that has verified the fact of these observations. Before the burning of the books there was much attention paid to astronomy. Important passages are found in seven or eight ancient works which have survived the book-burning and remain as witnesses to the devotion with which the ancient Chinese studied the stars. Dr. Dudgeon agreed that the paper shed lustre on the Society and the lecturer on the College. He referred to the lecturer's large Chinese astronomical library and had begun attempting what had now been accomplished. He spoke of an original mathematical treatise in manuscript by a deceased official, which he proposed to submit to some of the members of the Society. Dr. Edkins introduced the subject of the Volapuk language and presented Mr. von Ahle's book on the subject to the President.—N.C. Daily News.

## Mails.

U. S. MAIL LINE.  
PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF PEKING will be despatched for San Francisco via Yokohama and Honolulu, on THURSDAY, the 19th Inst., at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—  
To San Francisco ... \$200.00  
To San Francisco and return, ... 350.00  
To Liverpool ... 325.00  
To London ... 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and Imperial Chinese Customs, to be obtained on application.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freights will be received on board until 4 p.m. the day previous to sailing. Parcels should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo in the United States, should be sent to the Company's Office, South Street, San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 504, Queen's Road Central, C. D. HARMAN, Agent.

Hongkong, April 9, 1888. 409

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, ROME, VENICE, AND LONDON.

ROHAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PEKING, HULU, PORTS, MALACCA, SINGAPORE, TRISTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship VENETIA, Captain F. J. Cole, with Her Majesty's Mail, will be despatched from this port on WEDNESDAY, 26th April, at Daylight.

Cargo will be received on board until 4 p.m.

Parcels and Speeds (Gold) at the Office until 2 p.m. on the day before sailing.

For Bill and Valuations for Europe will be transhipped at Colombo; General Cargo at Bombay, arriving one week later than by the direct route Colombo.

For further Particulars regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Company's Office of Passengers are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, April 12, 1888. 601

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship SAN PABLO will be despatched for San Francisco, via Yokohama, on TUESDAY, the 1st May, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcels should be marked to address in full, and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class Fares granted as follows:—  
To San Francisco ... \$200.00  
To San Francisco and return, ... 350.00  
To Liverpool ... 325.00  
To London ... 330.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight and Passage, apply to the Agency of the Company, No. 504, Queen's Road Central, C. D. HARMAN, Agent.

Hongkong, April 9, 1888. 546

THE Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

GILMAN & Co. Agents.

Hongkong, July 18, 1887. 1940

## Mails.

NOTICE.  
COMPAGNIE DES MESSEGERIES MARITIMES.  
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID.

MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA.

LONDON, HAVRE, BORDEAUX, DUNKIRK AND ANTWERP.

ON WEDNESDAY, the 18th April, 1888, at Noon, the Company's Steamship NATAL, Commandant Suen, with MAILES, PASSENGERS, SPEICIE, and CARGO, will leave this Port for the above places.

Cargo and Speeds will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m. Specific and General Cargoes are not to be sent on board; they must be left at the Agency's Office.

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. D. CHAMPELAIN, Agent.

Hongkong, April 6, 1888. 563

NORDDEUTSCHER LLOYD.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON WEDNESDAY, the 9th day of May, 1888, at 4 p.m., the Company's Steamship DAYEIN, Capt. R. SANDER, with MAILES, PASSENGERS, SPEICIE, and CARGO, will leave this port as above, calling at GENOA.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m. Specific and General Cargoes are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewards.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, April 14, 1888. 612

CANADIAN PACIFIC LINE.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.

THE British Steamship BATAVIA, 2,650 Tons Register, WATSON, Commandant, will be despatched for VANCOUVER, B.C., via KOBE and YOKOHAMA, on THURSDAY, the 10th May, at 3 p.m.

To be followed by a Steamer (S.S.) on the 1st June, and PAITHIA on the 21st June.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—  
To Vancouver & Victoria, Mex. \$100.00  
To San Francisco ... 175.00  
To all common points in Canada and the United States ... 200.00  
To Liverpool ... 300.00  
To London ... 305.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freights will be received on board until 4 p.m. on the 9th May.

All Parcels must be sent to our Office and should be marked to address in full, and the same will be received by us until 5 p.m. the day previous to sailing.

For information as to Passage or Freight, apply to ADAMSON, BELL & Co., Agents.

Hongkong, April 14, 1888. 618

INSURANCES.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & Co. Agents.

Hongkong, January 1, 1882. 14

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

NOBTON & Co. Agents.

Hongkong, July 18, 1887. 1940

## Merchant Vessels in Hongkong Harbour.

Exclusion of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore B, and those in the body of the Harbour or midway between each shore are marked C, in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.

Section.

7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to the Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Agent.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Amoy	3 h	Kohler	Ger.	str.	815	April 12	Stimsonson & Co.	Shanghai
Angora	3 h	Pinkham	Brit.	str.	2077	April 11	Adamson, Bell & Co.	To-day
Arratoon	3 h	Boutiller	Brit.	str.	1392	April 14	David Sassoon, Sons & Co.	To-day
Benny	3 h	Udstrup	Ger.	str.	1119	April 13	Gibb, Livingston & Co.	18th inst.
China	3 h	Lent	Chi.	str.	1121	April 14	Melchers & Co.	Haiphong
Chi Yuen	3 h	George	Brit.	str.	1060	April 14	M. S. N. Co.	Haiphong
City of Peking	10	Dearborn	Amer.	str.	5679	April 15	P. M. S. S. Co.	Saigon
Diamante	5 h	McCaslin	Brit.	str.	614	April 14	Russell & Co.	To-day
Drachenfels	5 h	Moreau	Ger.	str.	1032	April 14	Adamson, Bell & Co.	To-day
Emmerald	5 h	Zavalas	Span.	str.	395	April 14	Arnhold, Karberg & Co.	To-day
Esperanza	5 h	Nagel	Ger.	str.	594	April 14	Chineen	Haiphong
General Werder	10	Schneemann	Ger.	str.	1400	April 14	Schneemann & Co.	Amoy & Manila
Guthrie	4 h	Shannon	Brit.	str.	2500	April 11	Russell & Co.	To-day
Kong Beng	4 h	Jones	Brit.	str.	802	April 16	Xuen Fat Hong	Yokohama & Kobe
Malwa	4 h	Atkinson	Brit.	str.	1080	April 16	P. & O. S. N. Co.	To-morrow
Marina	5 h	McCaslin	Brit.	str.	1390	April 16	Takasima Colliery Agency	Sydney, &c.
Menelaus	5 h	Nelson	Brit.	str.	1390	April 16	Butterfield & Swire	Swatow & Bangkok
Norden	5 h	Nelson	Brit.	str.	1397	April 16	Mitsui Bussan Kaisha	Shanghai, &c.
Phra Chom Klao	3 h	Fowler	Brit.	str.	1012	April 14	Xuen Fat Hong	To-morrow
Pilot Fish	6 h	Stopani	Brit.	aug.	161	Sept. 27	H. K. & W. Dock Co.	Nagasaki
Protea	10	Pohl	Ger.	str.	4970	April 14	Melchers & Co.	Nagasaki
Septima	3 h	Schneemann	Ger.	str.	1093	April 15	Edward Schellhas & Co.	Europe, &c.
Thibet	3 h	Hansen	Ger.	str.	783	April 13	Edward Schellhas & Co.	To-day*
Vikings	3 h	Greedy	Ger.	str.	1671	April 10	P. & O. S. N. Co.	To-morrow
Vorwarts	3 h	Brühl	Span.	str.	406	April 15	Chineen	18th inst.
Whampoa	3 h	Fawcett	Brit.	str.	1169	April 15	Wielser & Co.	Sapora & Bombay
							*****	K'ion Doak
							Saigon	To-day

## Her Britannic Majesty's Ships on the China Station.

Name	Rig	Tons	Guns	H.P.	Captain	Where at
Alagritty	despatch-vessel	1700	4	3180	Com. R. Blair Macdonald	Hongkong
Audacious	despatch-vessel	6010	10	890	Capt. John E. Warren	Hongkong
Oostchoffer	gunboat 2nd class	465	4	470	Lieut.-Com. Ed. E. Maxwell	Hongkong
Guantanamo	gunboat 2nd class	2380	10	2420	Capt. L. G. Keppel	Hongkong
Coriolis	gunboat 2nd class	2380	10	2420	Captain Henry H. Boys	Hongkong
Espos	gunboat 2nd class	465	4	470	Lieut.-Com. Reginald Y. Smith	Hongkong
Firebrand	gunboat 2nd class	465	4	470	Lieut.-Com. Denison	Hongkong
Hermione	gunboat 2nd class	465	4	470	Captain M. J. Dunlop	Hongkong
Leander	gunboat 2nd class	465	4	470	Commander W. Marrack	Hongkong
Lunatic	gunboat 2nd class	465	4	470	Lieut.-Com. W. M. Martin	Hongkong
Merlin	gunboat 2nd class	465	4	470	Commander J. H. Martin	Hongkong
Matine	gunboat 2nd class	465	4	470	Captain T. H. Rogers	Hongkong
Onion	gunboat 2nd class	465	4	470	Commander W. U. Moore	Hongkong
Rattler	gunboat 2nd class	465	4	470	Lieut.-Com. W. Mail, Dougall	Hongkong
Sappho	gunboat 2nd class	465	4	470	Captain W. C. Karalaks	Hongkong
Satellite	gunboat 2nd class	465	4	470	Captain T. P. W. Nesham	Hongkong
Solent	gunboat 2nd class	465	4	470	Com. Hon. Richard Bingham	Hongkong
Swift	gunboat 2nd class	465	4	470	Commodore Maxwell, A.D.C.	Hongkong
Victor Emanuel	gunboat 2nd class	465	4	470	Commander Geo. Giffard	Hongkong
Wanderer	gunboat 2nd class	465	4	470		Hongkong
Wivern	gunboat 2nd class	465	4	470		Hongkong

\* Flagship of Vice-Admiral Sir Nowell Salmon, K.C.B., V.C., Commander-in-Chief.

H. B. A. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy List.

## Foreign Men-of-war on the China and Japan Station.

Nam.	Flag and Rig.	Tons.	Guns.	H. P.	Captain.	Where at.
	Russian gunboat	800	—	—	Captain Parengo	Nagasaki
	Spanish cruiser	1908	—	—	Captain D. E. Zulaga	Manila
	French gunboat	470	4	460	Commander Malaper	Sheanghai
	Austro-Hungarian cruiser	1430	—	—	Captain Franz Muller	Whampoa
ou Dias	German cruiser	2800	—	400	Captain Kuhn	Amoy
	Portuguese corvette	—	—	—	Capt. da Costa Cabrel	On a cruise
	Russian cruiser	1100	—	—	Captain Menessioff	Nagasaki
	U. S. frigate	3900	14	1200	Flagship of Admiral Chandler	Hongkong
	German cruiser	2100	—	—	Captain Aschmann	Sheanghai
onsky	French gunboat	475	4	450	Lieut.-Commander Martal	Hongkong
	Russian frigate	6000	—	—	Captain N. Sarydoff	Nagasaki
	U. S. corvette	1376	6	900	Commander Jewell	Kobe
	German gunboat	450	—	—	Captain Eickstedt	Amoy
	French gunboat	445	2	270	Lieut.-Commander Fouet	Haiphong
	French gunboat	485	4	420	Captain Ney	Haiphong
	U. S. corvette	1900	7	1170	Commander Merrill Miller	Chienlopu
	U. S. sloop	1370	6	1470	Commander H. Glas	Yokohama
	Russian gunboat	456	7	80	Commander Moltoff	Corea
	German gun-vessel	755	4	600	Captain von Hoven	Zanzibar
	Russian cruiser	1330	9	250	Captain Zarine	Nagasaki
	U. S. corvette	2400	12	1160	Capt. Couris	Corea
	U. S. gunboat	6	420	6	Lieut.-Com. Thomas Nelson	Artoth
	French gunboat	—	—	500	Captain M. Foret	Captain
	French gunboat	540	—	400	Lieut.-Commander Poldice	Kobe
	French cruiser	2200	15	2270	Captain Bugé	Haiphong
	Italian cruiser	1458	6	—	Captain F. Oratosia	Kobe
	Portuguese gunboat	940	—	—	Captain Raphael d'Andrade	Kobe
	Russian cruiser	540	—	—	Captain Th. Avellan	Macao
	Russian cruiser	8000	900	1	Commander Suokrief	Manila
	Russian gunboat	455	—	100	Commander Boyrie	Corea
	German cruiser	2100	—	60	Captain Godwin	Japan
	Portuguese gunboat	610	6	500	Commander P. I. Gouveia	Nagasaki
	Portuguese gunboat	—	3	100	Lieut.-Com. C. R. Caminha	Manila
	French frigate	5880	12	4250	Captain Juge	Kobe
	Russian corvette	1930	—	—	Captain Leng	Nagasaki
	French gunboat	480	4	456	Capt. de Macollor	Yokohama
	Russian corvette	2650	12	—	Captain Makarov	Amoy
	Russian gunboat	—	4	—	Commander Melchionaty	Hongkong
	German gunboat	384	6	346	Captain Joessilka	Wadrutong
	Portuguese gunboat	—	4	100	Lieut.-Com. G. M. P. Vierra	Printed